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# Hongkong Daily Press.

ESTABLISHED 1857.

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The Highest Possible Award.  
**JOSEPH GILLOTT'S PENS.**  
Of Highest Quality, and having  
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[367]

No. 14,224 號建十式百式千建萬第 日初月年秋十二光 HONGKONG, TUESDAY, OCTOBER 27TH, 1903 式拜禮 貿易十二月十年春零百九仔香港英美  
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Apply to  
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TIME TABLE.

WEEK DAYS.  
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.  
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.  
8.30 a.m. to 9.30 a.m. ... Every 10 minutes.  
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 3.30 p.m. ... Every 10 minutes.  
NIGHT CARS.  
8.45 p.m. & 9 p.m. 9.45 to 11.15 p.m., every hour.  
SUNDAYS.  
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.  
9.30 a.m. to 10.30 a.m. ... Every 10 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 3.30 p.m. ... Every 10 minutes.  
NIGHT CARS as on Week Days.

SATURDAYS.  
Between 11.00 p.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the Com-  
pany's Office, 98 & 4 Queen's Road Central.  
J. M. D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 5th June, 1903.

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PORTLAND CEMENT.  
Casks of 975 lbs. net \$4.75 per Cask ex Factory.  
Bags of 250 lbs. net \$2.85 per bag ex Factory.  
SHEWAN, TOMES & CO.  
General Managers.  
Hongkong, 14th August, 1903.

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NEW PREMIER CYCLES. Best American  
Machines in the Market, always on View and  
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MOTOR CYCLES, MAIL CARTS,  
RICKSHAS FITTED WITH PNEUMATIC  
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Stock. First-class workmanship guaranteed in  
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PAGAR DOCK COMPANY, LIMITED, Singapore, an EXPERIENCED  
MAN to take charge of the Estate Building  
Department outside. Must have had considerable  
experience in house building and repairing,  
used to native labour, able to set out and to take  
out quantities and measure up.

Only first class need apply, stating age  
qualifications and salary required to the  
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Hongkong, 15th October, 1903.

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WANTED to hire TYPEWRITER for  
a month.  
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Care of Davis' Print Office,  
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"EIGHT TOR." The PRAX  
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offers of buying a really fine-class Pen  
property.  
For particulars apply to—  
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6, Des Voeux Road.  
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They desire to take this opportunity of thanking their friends for the confidence reposed in them in the past, and to assure them that every effort will be made to deserve a confidence of their custom and support in the future.

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Wide World Magazine (New Volume) .....	and for Pasting on Photographs.
Hutton's Work Manager's Handbook .....	PICTURE BOOKS FOR CHILDREN.
Leak's Breakdowns at Sea .....	PAINTING BOOKS.
Red's Flags and Pennants .....	DIARIES, CALENDARS,
The Animals' Rebellion .....	DATE BLOCKS, &c., 1904.
Empire Stamp Album .....	by
Velv' Vendette .....	1904.
Sennett & Oram's Marine Engineer .....	PICTURE BOOKS FOR CHILDREN.
Kemp's Engineer's Pocket-Book .....	PAINTING BOOKS.
Clark's Engineer's Pocket-Book .....	DIARIES, CALENDARS,
De La Motte's Ornamental Alphabets .....	DATE BLOCKS, &c., 1904.
Every Man His Own Lawyer .....	by
Frost Hongkong to Canton by the Pearl River; with Maps and Illustrations, by C. V. Lloyd .....	1904.

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NOTICE TO CORRESPONDENTS.

Our communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the editor, and for publication, but no evidence of good faith. All letters for publication should be written on one side of the paper only.

No unprinted signed communications that have not been acknowledged in other papers will be inserted.

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Liberator.

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MARRIAGE.

On the 24th October, at S. Joseph's Church, Steven Scott, son of SARAHETT ISABEL, daughter of the late D. P. THOMAS, of Australia.

2088

DEATH.

On the 25th October, at the General Hospital, Shinghai, HEINRICH CARL NIELLER, aged 65 years.

The Daily Press.

HONGKONG OFFICE: 14, DESVÉUX ROAD, S.L.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 27TH OCTOBER, 1903.

It is a little over a year ago since we were told that the Belleville boiler, up to then the principal boiler in use in His Majesty's Navy, was gone for ever, the Boiler Committee appointed by Government having condemned it utterly. We had been prepared for this by the constant reports of the breakdown of Belleville-engined vessels, and so when it was heard that the Belleville was to be discarded no wonder could be felt outside service and engineering circles at the decision. According to the latest mail papers, however, more surprising things might happen than a reconsideration of the matter. It seems that one of the factors which have made this possible was the recent journey of two cruisers out to this station on trooping duties. Last spring we saw in Hongkong H.M.S.S. *Europe* and *Spartiate*. It was little suspected by most people in the Colony that there was any special significance in their visit to us, apart from their work as troopers. It seems that there was a good deal more. It is now stated that Rear-Admiral MAY, Controller of the Navy, specially selected these two Belleville cruisers to send out to China and back, under war conditions, as a really reliable test of the capacities of the condemned boiler. The result was that each of the two vessels steamed 25,000 miles and returned home without exhibiting any kind of defect. In

the case of the *Spartiate*, her boilers were proved to be as good as new after her long trip, for she joined in the naval manoeuvres and altogether put together a steaming record of 5,400 miles without a break down.

In the *Daily Chronicle*. Mr. FRED T. JANE, whose authority as a naval expert no one is likely to dispute, writes very warmly on the "rehabilitation" of the Belleville, and marshals the facts of the *Spartiate's* and *Europe's* achievements at far greater length than we can give the space for here. He has been all along a strong adherent of the Belleville boiler, but this must not blind us to the strength of the figures adduced in support of his case. And Mr. JANE is not alone, but has a great mass of support in the engineering branch of the Royal Navy. In fact he does not hesitate to say in his article in the *Daily Chronicle* that "the engineers, practical men, in the face of the adverse verdict of the Boiler Committee (composed of theoretical experts), believed in their Bellevilles, and now they have shown their ability and the correctness of their opinion." The *Spartiate* and *Europe*, continue Mr. JANE, have done what no cylindrical boilered ships could attempt to do, and probably what no ships with other types of water-tube boilers could do, for other types haven't the coal-economy so essential to this nation. Yet all the new British warships are being given different experimental types—in several cases types that even the Boiler Committee has condemned since its first recommendation of them—and Mr. JANE fears that we are plunging into an abyss of experiment, making wholesale installations of boilers that may or may not succeed, and succeed how they may, cannot conceivably do better than the Bellevilles can do. He attributes this to political reasons, urging that, despite the fact that a stalwart Radical, Sir WILLIAM ALLAN, is a leading man in the anti-Belleville party, the original sin of the Belleville boiler is that it was introduced by Lord SPENCER's administration. We can hardly credit this argument of Mr. JANE, and we may point out that he himself cannot be quite free from political bias, since he is about to contest Portsmouth at the next General Election—as an Independent, it is true, but still as an anti-Government man as far as naval affairs are concerned. Nevertheless, his article in defence of the Belleville boiler must be duly considered by all interested in the question, for there is no doubt he represents the opinion of hundreds of engineers in the Navy, who are themselves precluded from using their voices in the matter. Whether there is a chance of the restoration of the Belleville boiler or not, we could not attempt to say. It seems at least a great pity that it has been entirely discredited, if it is true that practical (as opposed to theoretical) experts have so strong a belief in its merits as Mr. JANE, writing over his own name and thereby risking his reputation as a critic, does not hesitate to proclaim that they do.

A common spectacle yesterday morning were khaki-clad Volunteers hurrying back to business after their weekend sojourn on Stonecutters' Island.

The Annual Sale of Work, in aid of the C. M. S. Baxter Schools, will be held in the City Hall on Tuesday, the 3rd prox., from 3 to 6 o'clock.

The only cases of communicable disease reported in the Colony last week were four of enteric fever, all outside the city of Victoria. The sufferers were three Europeans and one Japanese. No fatal case of disease was reported.

Sergeant A. McSwain of the Police, who has been in the Government Civil Hospital for a long time suffering from a painful swelling of the left foot, has had to have four toes amputated. He is progressing well and is expected to be out again in six weeks or so.

It seems to us a very discreditable fact that, though there are now 200 Volunteers on Stonecutters' Island and a much larger force of Regulars, there is no doctor within nearer reach of the island than Kowloon, in event of such accidents as occurred on Saturday night. But for the fortunate possession of a certain amount of ambulance class knowledge by a member of the H.K.V.C. a serious fatality might have been recorded.

The near approach of the period during which the Chinese pay ancestral homage is having the effect of making the passenger traffic to Canton very heavy. On Sunday night the s.s. *Kwongchow* left with a full complement of passengers, and her gangways had to be drawn up three-quarters of an hour before she sailed. Other steamers have been equally benefiting from the exodus.

It is rumoured that the Police are going to take over the Bay View Hotel again as a station, doubtless because of the increased traffic that will follow the completion of the tramway in that district, coupled with the many cases of robbery that have taken place recently on the Shaukiwan Road. As the Metropole Hotel has been required for the purposes of a brewery there would then be no hostility on the Shaukiwan Road, and it will certainly fail to attract so many cycling and ricksha parties as it does now.

The directors of the famous Lyceum Theatre in the Strand have decided to reconstruct it and transform it into a theatre of varieties or music hall.

The Government tender *Stanley* which recently came out of dock is receiving the finishing touches, under the direction of Captain Robinson, as she lies at her buoy opposite the Harbour Office.

The visitors to the City Hall Library and Museum for the week ending 25th October, were 2,010 non-Chinese and 67 Chinese to the former, and 54 non-Chinese and 2,017 Chinese to the latter institution.

The two new Admirals of the German squadron, Rear-Admiral von Prittwitz and Commander von Holtzendorff, left Genoa on the 14th inst. for China on board the German Mail *Fritz Heinrich*.

The Japanese Minister to Siam, Mr. Magaki, has been promoted to the rank of Envoy Extraordinary and Minister Plenipotentiary. Japan is the third Power to appoint a Minister Plenipotentiary to be resident in Bangkok.

On the appointment of the Hon. F. H. May to the Acting Governorship after the departure of H.E. Sir H. A. Blake, the Hon. A. M. Thomson, Colonial Treasurer, will take the Acting Colonial Secretariate ship.

The presence of another typhoon in the neighbourhood, though at more than 300 miles distance, succeeded in producing a very oppressive feeling in the air last night, as well as a mist on the Peak.

Prince Adalbert of Prussia, who will leave Genoa on the 25th inst. on board the German Mail *König Albert*, has received orders to join H.M.S. *Hercules*, on the 27th November in Hongkong. He will do service during the next two years on this station.

We omitted to mention in our report of Saturday's Bazaar that Mrs. Webb and Mrs. Birdwood were particularly associated with Mrs. May in organising the affair, and their efforts largely helped towards its success. The inception, however, we believe to be due to Mrs. May.

According to a Japanese native paper, the New York Sun Life of Canada, and Mutual Life Insurance Co.'s branch offices in Tokyo and Yokohama have received orders from their general offices not to accept insurance on the lives of military and naval men in Japan, China, and Russia.

The German Kaiser ordered that the full report of the speech by Mr. Joseph Chamberlain at Glasgow (the gist of which we have given) should be telegraphed to him. This fact added to the already great public interest in the restoration of the Belleville boiler or not, we could not attempt to say.

The celebrated Tillick case at Bangkok was expected to finish on the 17th inst., the eleventh day of the Court sitting, but we have no news of its termination yet. Mr. A. F. G. Tillick, brother of the Attorney-General, and his barrister clerk are, it may be remembered, accused of receiving a large amount of jewelry stolen from the shop of Mr. Grachert.

The *Ostasiatische Lloyd* publishes the following telegram dated Yokohama, 18th October:—Some time ago a number of steamer companies received orders from the Government to retain some of their ships in Japan for the eventual transport of troops. During the last few days all companies were informed that there was no longer any necessity of retaining their ships.

Of all the pests that prey upon mankind, says the *Medical Press*, perhaps the oldest and most widely distributed is the common flea. This inconvenient insect is found in all parts of the habitable world, even in the ice-huts of the Eskimos, although by preference its happiest hunting-ground is in warm and temperate zones. The habits of this tiny insect have been carefully studied by naturalists.

During the breeding season the lady flea deposits from eight to twelve little grey eggs in the cracks of the flooring, or in some other convenient shelter. In five or six days, if the weather be warm and seasonable, the eggs hatch, and tiny little grubs then become fleas. The bite of the flea conveys some sort of poison that promotes a flow of blood to the part bitten, and thus enables it to obtain a maximum result with a minimum of exertion. The diabolical ingenuity of that pernicious creature.

PHILIPPINES OFFICIAL  
ACQUITTED.

As a result of the enquiry into the case against Mr. Barton Sinclair for criminal negligence by reason of which funds entrusted to his care, and for which he was responsible, as Treasurer of Rizal Province P. I., had been found short, we learn from Manila papers that Mr. Sinclair, whose case has been mentioned in these columns, and who attempted to commit suicide in the office of the Attorney-General, has been honourably acquitted. Commenting upon this case the *Manila Callender* says:—Mr. Sinclair's honesty has not been at stake at any part of his long prosecution. He will return to the States with the unmarred reputation that he brought with him to these Islands.

It is rumoured that the Police are going to take over the Bay View Hotel again as a station, doubtless because of the increased traffic that will follow the completion of the tramway in that district, coupled with the many cases of robbery that have taken place recently on the Shaukiwan Road. As the Metropole Hotel has been required for the purposes of a brewery there would then be no hostility on the Shaukiwan Road, and it will certainly fail to attract so many cycling and ricksha parties as it does now.

## TELEGRAMS.

## REUTER'S SERVICE.

NEW BRITISH AMBASSADOR AT  
WASHINGTON.

LONDON, 24th October.

Sir Henry Mortimer Durand succeeds the late Sir Michael Herbert as Ambassador at Washington.

[Who gives the following information about Sir H. M. Durand:—]

Sir Henry Mortimer, G.C.M.G., etc., K.C.I.E., etc., born 1834, Ambassador and Consul-General Madrid since 1900; b. 1859; l. of late Major-General Sir H. Durand, R.E., and Anne d. of Sir J. Macmillan, K.C.B., etc., 1875; Ella d. of T. Sandy, Educ.: Blackheath School; Eton House, Tonbridge, Barr.: Lincoln's Inn, 1882; entered Bengal Civil Service, 1883; Political Secretary to Sir F. C. Ward, Envoy Extraordinary and Minister Plenipotentiary to India in 1894-95; conducted Mission to Amir of Afghanistan, 1895; Minister at Teheran, 1894-1900; Publications: *Edit. Sir Henry Durand*, 1893; *History of the First Afghan War*, 1879; *Life of Sir Henry Durand*, 1893; *Hellen Travels*, 1891.]

CANADA AND THE ALASKA  
BOUNDARY AWARD.

LONDON, 24th October.

In a debate on the Alaska Boundary Award in the Canadian House of Commons, Sir Wilfred Laurier observed that they might have made a mistake in supposing Canada's interests were safe in the hands of Lord Alverstone, but he would not believe it until he had Lord Alverstone's reasoned opinion. If Canada had refused to proceed after treaty had been signed, the American flag would have flown over all the disputed territory or the Canadians would have had to fight for their rights. Sir Wilfred Laurier announced that immediate steps would be taken to construct a railway to Yukon.

## FOOCHOW.

FROM OUR CORRESPONDENT.]

FOOCHOW, 23rd October.

PROPERTY SALES.

It is now known that the good sale of European property referred to in my last letter—that of one of the largest houses in Nantai—was to Mr. Lo Tsung Hiong, eldest son of the late Chin Chen Lo Feng-Le, who is expected to take possession on the 1st prox.

SPORT.

Our Hongkong visitors have been more successful in their attempts to bag a tiger in the Kueheng district than were those from Shanghai on a previous occasion. But they appear to have taken more trouble, and have at any rate discovered that the man-eater (*man-eaters*) is a leopard and not a tiger. The villagers gave but little support. When a corps was found they insisted on placing it in a coffin at once. The man-eater returns to "drag" his prey, and finding his game up clears off in the thick undergrowth. The corpse of a Chinese woodcutter was found with the marks of the brute's teeth in his throat and a paw-mark on his shoulder, otherwise untouched, but lying close to that of a young boy, one of whose thighs had been quite devoured. The man had evidently disturbed the leopard at his meal.

It is pleasant to turn from this gruesome report of big game sportsmen to the splendid victory of our local gun club over Amoy with 102 points against Amoy's 90 (out of 120).

The Ladies' Tournament was rather easily won by Miss E. Drew, daughter of the Commissioner of Customs here.

## FOOCHOW ARSENAL.

Our local paper in its weekly issue on Saturday last, quoted in full a leading article from the *N.C. Daily News* of 7th October re the Foochow Arsenal. There is no doubt that the present director, Mr. C. Doyle, is leaving the Arsenal shortly, and it is reported that Mr. A. Bertrand is to take his place, but with by no means such full powers as were granted to his predecessor. It appears that Taotai Wei Han, who is responsible to the Government, is evidently taking firm measures to preserve the Arsenal for Government purposes.

## THE TEA-MARKET.

The market for Oolong tea, which has been stagnant for so long, was set going quite briskly last week, the Chinese tea-men probably giving up all hopes either of an appreciable fall in exchange or of finding the American market inclined to weakness. It has been estimated by some that the loss to the Chinese has been about 6 lacs out of a settlement of 18 lacs, a dead loss of at least a third of their present sales.

## WARSHIPS.

H.M.S. *Bramble* put in here yesterday to coal, having experienced very nasty weather outside. The British community are all hoping to see one of H.M. ships here at least this winter. During the last years they have been conspicuous by their absence.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

The barometer has fallen considerably over S. China, rising slightly over the Philippines. The typhoon seems to have passed into the China Sea and to be lying off the N.W. coast of Luzon this morning. It is probably moving N.W. or N.

The Northern depression is moving Eastwards over N. Japan, with a rapid fall of the mercury over E. Japan, and a quick rise over N. China, pressure now being high over the latter area.

Heavy weather again setting in over the Formosa Channel and N.E. part of the China Sea.

Forecast.—N. winds, probably freshening considerably; fair to squally and unsettled. Red Drift hoisted.

## CORRESPONDENCE.

## BAD GAS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 26th October.

Sir,—In the interests of the general public I wish through the medium of your paper to bring to the notice of the management of the Hongkong and China Gas Company, Limited, the present bad supply of gas to consumers. On dit, every household in this Colony is complaining bitterly of this fact, which is more than fully supported by the poor light exhibited for some time past in almost all the streets and public thoroughfares. Whatever may be the cause of this bad light, it is high time for the management (who is catering for the public) to adopt at once the desired improvement, as consumers, who are in possession of more opium than the law allows many Chinese are fined sums varying from \$5 to \$20, and quantities of opium were confiscated.

LONG-LOST PRESENT.

In March of last year a Captain Montgomery chartered a bumboat to go out to a steamer in the harbour, and among his luggage was a case of Japanese crockery addressed to his wife. In some way not explained that case did not find its way on board the steamer with the captain, but remained *perdu* in the bumboat since March, 1902, until Saturday last, when it was discovered hidden under a pile of firewood at the bottom of the bumboat. The contents appeared to be intact, and the boatman said he was waiting patiently for the captain to return and claim his property. The man was given bail pending enquiries as to the whereabouts of Captain Montgomery, who will no doubt be glad to hear of the strange discovery of his lost property.

PRO-BONO PUBLICO.

THE HONGKONG POLICE.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 25th October.

## HAMBURG LETTER.

[FROM OUR CORRESPONDENT.]

Hamburg, 23rd September.

The Board of Public Instruction have lately, in accordance with their usual practice in the autumn, issued a list of lectures for the winter half year. Its range is a wide one, comprising theology, law, medicine, the sciences, literature, art, music, &c. The lecturers are mostly local men, clergymen of the various denominations, judges, and barristers, leading physicians and surgeons, masters at the higher schools, &c. Besides these, professors from several of the German universities have been retained for short courses during their holidays; a member of the University of Geneva will lecture on French literature; whilst an Oxford M.A. will read a series of papers on "Some Aspects of English Creative Literature in the Nineteenth Century." Most of these lectures are open to the public free of charge; special ones, however, on medicine and surgery include a clinical and operative course at one of the hospitals, on chemistry with practical work at the Government laboratories, on theological subjects, and others are reserved for students and younger members of the different professions.

These lectures, which follow in some respects the lines of the University Extension movement with us, were started several years ago, partly I believe with the intention of testing public opinion as to the desirability of founding a university in Hamburg. This question has since been much discussed in private circles and in the Press, and a feeling is steadily gaining ground that the wealth of the city makes it incumbent upon all to aid in increasing the means and opportunities for mental culture. Setting aside the question of cost, which is a serious one, 39 million marks being the lowest figure considered necessary for the endowment of a university, it is urged against the scheme that Hamburg is not a suitable place for academic studies; it lacks the peace and quiet dear to the scholar, and being a large and wealthy seaport town, throws too many distractions and temptations into the way of the young; moreover, living is very expensive. Other arguments are not wanting, such, for instance, as the proximity of the universities of Kiel, Rostock, and Göttingen, which would render a similar institution in Hamburg superfluous, particularly as it is desirable as a rule that young men on leaving school should not remain at home, but should continue their studies amidst new surroundings, in order to enlarge their ideas and widen their mental horizon. The opponents to the plan maintain that what is really required is a Commercial High School like those established in Cologne and Leipzig a few years ago, which in the short time they have been in existence, have attained such signal success. The vast commerce and growing industries of Hamburg, they assert, would permit of theory being illustrated by practice at every step. Commerce has now become a science, and the elementary education which sufficed for former generations no longer answers the requirements of the age, where the knottiest and nicest points of international law and political economy, &c., have frequently to be dealt with.

Strange to say, there are still some few who hold that the ordinary term of apprenticeship in a merchant's office, a few lessons in languages, and a certain number of years spent abroad, are of more practical value to a young man than the theoretical knowledge to be acquired from learned professors. They will not understand that practice and theory must work hand in hand in order to ensure success. People in England have found this out to their cost!

The papers are once more triumphant over a record-breaking passage of one of the steamers of the Hamburg-American Line, the *Deutschland*, this vessel having performed the voyage from Cherbourg to New York in 5 days 11 min. and 53 sec. One would suppose that such feats, although costly in the way of fuel, &c., must pay in the end by raising the reputation of the company, or they would not be continued in. This line is always to the fore; they have lately established a regular monthly service between this port and Havana and Vera Cruz, and our Minister in Cuba has, in one of his reports expressed his deep regret that British ship-owners should have again been foreshadowed. It must be admitted that the spirit of enterprise is not lacking here; one hears of some new venture nearly every day. It is now stated that the De Freitas line are about to open a direct line to Tunis, and in fact their steamer the *Byzant* is already authorized to leave for that port on October 29th.

It appears that the Sugar Refiners' Trust alluded to in my last is not destined to become a permanent institution. The proposed syndicate of the new sugar mills being likely to fall through, owing to the refusal of about 25 per cent. of them to join, the Committee have informed the Refiners' Trust that they hope they will not extend their operations beyond the month of February next, and that they (the mills) are determined to oppose the enhancement of prices by artificial means.

The Cotton Corner seems to have come to an end in spite of the unprecedentedly small movement of the new crop in the States, and lighter stocks than have ever been known, at least since the American war in the cotton markets of the world. Spinners everywhere are restricting their purchases as much as possible until more abundant supplies, offering a better selection, shall come in, whilst the attention of speculators is turned to the new crop. Everybody is, as it were, sitting on the fence awaiting further developments. The Egyptian bubble burst last week, the price of spots Sept. "futures" dropping about 3d. per pound in as many days. The chief operators not being able to carry it on any-

longer, stopped payment, in consequence of which their entire holdings were thrown on the market. This has engendered a feeling of distrust in other circles as well, and futures have declined sharply in Liverpool under the apprehension of further embarrassments there. Whether the end of the month will see a revival depends upon the extent of the short interest still open.

The corner and the gigantic deals and manipulations of the American operators have led to a renewed outcry against the futures markets. I learn from the papers that both in the States and in European countries a movement is being set on foot to obtain a prohibition of business in futures. But though the abuse of the system such as has been witnessed this year deserves the most severe condemnation, I fail to see how the enormous crops of cotton, corn, and other produce we have to deal with can be moved without the co-operation of a futures market.

I must not conclude without a few words on the principal political event of the fortnight. Mr. Chamberlain's resignation, preceded by Mr. Baldwin's pamphlet, and followed by the publication of the correspondence that passed between the Colonial Secretary and his chief. The German papers discuss the subject in very material way, and show little or no animosity to the man they so often reviled during the war in South Africa. The general consensus of opinion seems to be that by retiring Mr. Chamberlain has saved the administration, for present, but that he has only withdrawn a new *pouvoir temporaire* under the time comes. Opinions differ as to whether he will eventually be able to convert the British people to his views, but few believe that if he does it will be to the advantage of the Empire, as the Colonies have so far shown very little disposition to consult any but their own immediate interests in the matter, and are too jealous of their privileges as self-governing communities to submit to any interference on the part of the Imperial Government, which a closer union, such as Mr. Chamberlain aims at, would at times render inevitable.

As far as Germany is concerned, it is not believed that a change in the fiscal policy of Great Britain will seriously affect the commercial relations between the two countries.

## TEN YEARS' GROWTH OF U.S. COMMERCE.

The contrast between the extent and volume of our commerce in 1903 and that of 1893 is illustrated by some figures just presented by the Department of Commerce and Labour, through its Bureau of Statistics. These figures show the imports from and exports to each of the grand divisions of the world in 1893 and in 1903, and thus show at a glance the growth during the period so covered. They show that imports have grown from \$66 millions to 1,265 millions, an increase of 159 millions, and that exports have grown from \$47 millions to 1,420 millions, an increase of 573 millions. They show that 92 millions of the increase in imports come from Europe, 55 millions from Asia, and about 5 millions each from North America, South America, and Africa. The figures for Oceania show an apparent falling off of about 5 millions, but this is due to the fact that the merchandise brought from Hawaii is no longer classed as imports, Hawaii being now a territory of the United States. If this were in the figures of imports in 1903 it would show a growth of imports from Oceania of about 20 millions.

On the export side the showing is equally interesting. Of the 573 millions of increase, 367 millions was to Europe, 94 millions to North America, 41 millions to Asia, 13 millions to Africa, 26 millions to Oceania, and 8 millions to South America. In case those to Porto Rico were included, the increase to Oceania would be about 36 millions. In case those to the United States were included, the increase to North America would be over 100 millions.

Even more interesting is a little table which shows the gain in exports to each of the principal countries of the world. This table includes only ten countries, yet to these were sent 1,155 million dollars' worth of the total exports of 1903, leaving only 261 millions sent to all the other countries. The ten countries, stating them in the order of the magnitude of exports to them, are United Kingdom, Germany, France, Netherlands, Belgium, Canada, Mexico, China, Japan, and Australia. The German exports show a growth of 110 millions from 1893 to 1902; to the United Kingdom, 103 millions; to Canada, 77 millions; to Netherlands, 41 millions; France, 31 millions; Mexico, 22 millions; Australia, 22 millions; Belgium, 21 millions; Japan, 17 millions; China, 15 millions, and to all other countries 112 millions.

The tables are as follows:

Imports into the United States from grand divisions, 1893 and 1903, year ending June 30:

	1893.	1903.
Europe	\$48,456,693	\$550,956,518
N. America	183,722,712	188,927,560
S. America	102,297,815	107,412,320
Asia	90,098,838	145,817,441
Oceania	26,056,887	21,047,461
Africa	5,873,038	11,499,19
Total	\$866,490,922	1,025,751,538

Exports from the United States to grand divisions, 1893 and 1903, year ending June 30:

	1893.	1903.
Europe	\$61,976,710	\$1,029,587,728
North America	119,85,889	215,440,551
South America	82,39,077	41,114,601
Asia	16,92,636	53,545,467
Oceania	11,27,352	37,409,036
Africa	5,196,430	88,433,131
Total	\$847,665,194	1,420,138,14

Exports from the United States to ten principal countries, 1893 and 1903, year ending June 30:

	1893.	1903.
United Kingdom	\$421,13,551	\$524,691,638
Germany	83,578,098	181,555,495
France	46,61,138	77,442,436
Netherlands	38,505,193	78,245,419
Belgium	26,742,434	47,073,160
Canada	46,794,351	123,472,416
Mexico	19,568,644	42,277,786
China	3,900,457	18,603,369
Japan	3,195,494	20,924,835
Australia	7,921,224	32,748,590
All other countries	149,736,746	261,052,253
Total	\$847,665,194	1,420,138,14

The Cotton Corner seems to have come to an end in spite of the unprecedentedly small movement of the new crop in the States, and lighter stocks than have ever been known, at least since the American war in the cotton markets of the world. Spinners everywhere are restricting their purchases as much as possible until more abundant supplies, offering a better selection, shall come in, whilst the attention of speculators is turned to the new crop. Everybody is, as it were, sitting on the fence awaiting further developments. The Egyptian bubble burst last week, the price of spots Sept. "futures" dropping about 3d. per pound in as many days. The chief operators not being able to carry it on any-

## NAVAL GUNNERY AT LADY-SMITH.

"One who Knows" writes thus to the editor of the *Daily Chronicle*:

SIR.—Captain Lambton, through no fault of his own, was short of ammunition. Both he and Captain Scott wanted 1,000 rounds per gun set up. The Admiral limited it to 300; he could get no more, for, owing to the awful bungle made by General White and his staff on the Monday, when Captain Lambton arrived, the door was shut, and no more ammunition could be obtained. In Ladysmith the arrangements were so bad that all information got to the Boers. One secret only was preserved—that the big guns were short of ammunition. For 119 days Captain Lambton bore the brunt of abuse for not firing his guns more often than let it get to the Boers that he had no ammunition. Captain Lambton's guns, as admitted by General White, saved Ladysmith, for they prevented the Boers from bringing their guns into a range at which they could have made good practice. The Boers knew perfectly well that the British Army had no long-range guns; they knew that they had only 15-pounds, with a range of some 4,000 yards. Lambton arrived with four long naval 12-pounds, which had range almost equal to the Boer big guns, and two 4.7 guns, which about equalled any gun that the Boers had in the field in range, and were of higher velocity than the Long Toms. The men of the Boers found that General White had those guns they were doing for, as they could not advance their guns close enough to make good practice. They were compelled to keep them at long range, which meant saving of Ladysmith. The two 4.7 guns of Captain Lambton had a moral effect as regards their firing. At the long range that they were used no variation of atmosphere and temperature played an important part as regards the cordite. Many ranging shots are required to hit a gun at 3,000 yards. Captain Lambton had none to spare of this ammunition. He was obliged to hushand what he had, and reserve it for the time when the Ladysmith army should come out and assist General Buller. General Hunter, being an infantry soldier, probably knew nothing about the capabilities or uses of artillery. The army were in a tight corner. They did not see (but a naval officer did) that there was every chance of their being besieged in Kimberley and Ladysmith; and that they had no long-range 12-pounds to defend themselves with against the guns that the Boers, with their base open, could bring against them. The urgent telegram from Sir George White asking for naval guns arrived on October 22. At five p.m. on the 26th Captain Lambton shipped the guns, for which Captain Scott had prepared mounting at Simons Bay, and on the morning of the 30th was at Ladysmith. He arrived to find muddles on all sides—the left, at Nicholson's Neck, where the Gloucestershires were captured, and an almost equally serious condition on the right, to which publicity could not be given, owing to the fact that the door to Ladysmith was closed for 119 days. Out of the train the sailors came, and went into the general muddle with no one to guide them; but their long-range 12-pounds told the Boars they were there. They fought well, and their doings are the only creditable performance in connection with that deplorable Monday. It was a naval officer who provided means both outside Ladysmith and Kimberley for communication by flinging a searchlight mounted on a railway truck. It was a naval officer who, by providing General Buller with long-range guns, assisted in releasing General Hunter from his imprisonment. That naval officer received no reward from the Army. It is ungenerous of General Hunter to attack the Service which did so much for the Army in South Africa.

The Commander-in-Chief at the Academy banquet, General White, and General Buller have all been loud in their praise of what the Naval Brigade did. General Hunter was Chief of the Staff in Ladysmith. Waggon Hill and Cesar's Camp were practically the key of the position. It was well known that they were not properly defended. It was also well known that Captain Lambton had frequently pointed out the fact. His prognostications were true. Cesar's Camp, and Waggon Hill were seized by the Boers, and it was only heavy rain and a gallant charge of the Devons that regained the key of the position which had been lost by want of foresight and provision. Possibly this accident, which reflected upon General Hunter, as Captain Lambton had forewarned him of it, gave rise to the bitter and personal manner in which he has attacked the Naval Brigade. Captain Lambton received a plain C.B. for his services; General Hunter was made General and received a K.C.B. Captain Lambton is a proper sailor-like language has said that General Hunter's statements are untrue, and very properly, in the interest of the Navy, demanded an apology, which Lord Roberts can hardly refuse. The plain C.B. which Lord Roberts awarded to Captain Lambton and Captain Scott has never been mentioned at the Naval Service, as they are quite accustomed to such treatment when they assist the Army, but to have such an abusive statement couched in the language used, circulated to the public is a matter which the country should take up. Captain Lambton has only demanded an apology, which will be given and then the Navy will drop the question, for they can laugh at such things. The whole report of the War Commission is so shocking that the Navy need pay but little heed to the expressions of opinion of an officer jealous of the Service that prevented him from being marched a prisoner to Pretoria.

The Blue-book of the Royal Commission on the War is published to the country, and it points out faults everywhere in the Army, the Parliamentary chief of the Army being the chief offender. The only attack on the Navy is that of General Hunter. What did the Navy do towards the war? The Navy provided guns; Captain Percy Scott was appointed commandant of Durban; the Navy introduced to the Army the use of eyes; the naval officers left their swords behind and carried a telescope instead; the Navy, when in the field, donned the same uniform as their men; the Army followed their example. The Army lost guns by the battery; no naval 12-pounder was ever taken by the enemy; no 4.7, while worked by the sailors, was ever taken by the enemy, but when turned over to the Army they lost one. Pretoria housed 5,000 soldiers as prisoners and two sailors who were in the armoured train at Chievely. The sending up of this train was a military blunder.

In the annals of the war the attack made by the Naval Brigade at Graspan will, through history, stand out as one of the bright episodes of the Boer war. They stood their ground with a loss which was never met with before or after that battle. Sir General Hunter attempts, in language unbefitting the character of an officer and a gentleman, to belittle their services.

Captain Lambton has taken the course so characteristic of our unfettered naval officers—he has stated that General Hunter's assertions are untrue, and has demanded an apology. Among those who were in Ladysmith, Captain Lambton alone remains the only officer who received a C.B.

## PLEASANT FOR JOURNALISTS.

The *Daily Chronicle*'s special correspondent writes as follows from Istanbul concerning Turkish feeling against the Press:

It is extremely difficult to obtain full details of what is going on in the villages, and the authorities have absolutely forbidden all Europeans to go outside the town, except to one or two places in the immediate neighbourhood where no devastation has been committed. I had arranged the other day to visit the villages of Euf and Bitusa, on the Florin road, which had been burnt and some of their inhabitants slaughtered a few days ago. Permission was granted to me in the evening, and revoked the following morning. The excuse given was that the authorities (who had assured me that order was almost completely re-established) could not be responsible for my safety, as the bands were about and had threatened to murder any journalists they could find. The real reason is, of course, that the authorities themselves do not wish anyone to see the traces of the work they have been carrying on, and this supposed Bulgarian threat, which is officially notified to every correspondent who comes to Constantinople, is in fact neither more nor less than a Turkish threat. The feeling against the Press in Government quarters is very strong, and whenever a European visits Hilmi Pasha, the latter always makes a point of complaining of the "atrocious libels" against Turkey published by foreign newspapers. He does not, however, seem to appreciate the suggestion that if the statements complained of are libels, the best way of refuting them is to allow Europeans free access to the districts said to have been devastated.

## A QUESTIONABLE METAPHOR.

Sir Archibald Hunter pleads guilty to having told the truth in an offensive way, and, as in a French duel, honour is satisfied. Such a holy regard for the propriety is ludicrous. The public is not concerned a little tiny bit as to whether General Hunter was "within the courtesy" in his criticism of the Naval shooting at Ladysmith; the point is—was it the truth? Could school-girls have made better practice, to stick to the metaphor which roused the Hon. Hedworth Lambton's ire? The Army representative adheres to his opinion, but regrets that he couched it in language which everybody could understand. It reminds us of the apology offered by the man who, when charged with calling another ass, agreed to withdraw the adjective. The war in South Africa destroyed many illusions that have clung to British arms since and before the days of Nelson and Wellington. But amid "regrettable incidents," white flags, incompetency of officers, and all the rest of it, everybody believed that the Naval guns saved Ladysmith, and that the "handy man" at least was beyond reproach. Sir Archibald Hunter is undoubtedly within his rights in retaining his opinion of the shooting of the Naval Brigade, but it would have been charitable to have kept it to himself and not to have shattered our remaining idol!

Times of Ceylon.

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Building, &c., should be addressed to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic address: PRESS, Codes: A.B.C. 5th Ed. Letters. P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## NOTICE.

**M. AHMED RAHIM** being about to proceed to Bombay, Mr. SOOMAR-BOY MAWJEE assumes charge of my business from this date, and is authorised to sign the firm in Hongkong, China and Japan.

E. PABANEY.  
Hongkong, 27th October, 1903. [2982]

## PUBLIC AUCTION.

**T**HE Undersigned has received instructions to Sell by Public Auction,

on THURSDAY,  
the 29th October, 1903, at 2.30 p.m., at his  
SALES ROOMS, Queen's Road,  
AN ASSORTMENT OF  
JAPANESE CURIOS, SILKS,  
EMBROIDERIES, &c.;  
Comprising—

SATSUMA, KANGA, SILVER,  
CLOISONNE, BRONZES, TEA SETS,  
VASES AND ORNAMENTS, IVORY,  
CARVINGS;

CUT VELVET PICTURES, CARPETS  
and RUGS, FOLDING SCREENS;  
&c., &c., &c.

TERMS OF SALE.—As customary.  
V. I. RENEDIOS,  
Auctioneer.

Hongkong, 27th October, 1903. [2987]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

**T**HE Steamship

"CATHERINE APCAR" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees risk and expense.

Cargo remaining on board after 4 p.m. of the 29th instant, will be landed at Consignees risk and expense into the Godowns of Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD., Agents  
Hongkong, 26th October, 1903. [2986]

## AUCTIONS

PUBLIC AUCTION.

IN BANKRUPTCY.

RE THE TACK-LEE FIRM,  
BY ORDER OF THE OFFICIAL RECEIVER  
AND TRUSTEE.

THE Undersigned have received instructions to Sell by Public Auction,

on MONDAY,

the 2nd NOVEMBER, 1903, at 3 p.m., at

LAI ON'S GODOWN NO. 936, West Point,

THE FOLLOWING QUANTITY OF

A S S O R T E D M A T T I N G S.

Comprising—

452 Rolls 70 to 75 lbs. weight per roll,

49 yards long 1½ yard wide.

83 Rolls 20 yards long by 1 yard wide,

Pin Fa Matting.

126 Rolls 35 yard s. long by 1 yard wide,

Pin Fa Matting.

23 Rolls 40 yards long by 1½ yard wide,

Ngan Ko Coloured Matting.

10 Rolls 40 yards long by 1½ yard wide,

Hop Fa Coloured Matting.

2 Rolls 40 yards long by 1½ yard wide,

Choung Kai Coloured Matting.

20 Rolls 40 yards long by 1½ yard wide,

Choung Kai Coloured Matting (superior quality).

8 Rolls 40 yards long by 1 yard wide,

Choung Kai Coloured Matting.

28 Rolls 40 yards long by 1 yard wide,

Choung Kai Coloured Matting.

27 Rolls 40 yards long by 1 yard wide,

Choung Kai Coloured Matting.

137 Rolls 40 yards long by 1 yard wide,

Tang Cheung Matting.

30 Rolls 40 yards long by 1 yard wide,

Choung Kai Matting superior quality.

956 Rolls.

TERMS.—As usual.

HUGHES & HOUGH,  
Government Auctioneers

Hongkong, 26th October, 1903. [2989]

## GOVERNMENT NOTIFICATION.

**I**NFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out from the West end of Stonecutters' Island on the undermentioned dates at Barrels Targets in a westerly direction, to the South of Chinkung Island—

October 30th, at 6 a.m. October 31st, at 3.30 p.m.

By Command,

F. H. MAY,  
Colonial Secretary.

Colonial Secretary's Office.

Hongkong, 26th October, 1903. [2977]

FOR SALE.

THE NEW "SUN" NO. 2  
ANTI-RIBBON VISIBLE  
TYPEWRITER.

**I**t is a type-lever Machine, has Anti-Ribbon Inking Mechanism which costs one tenth the cost of a ribbon, has universal keyboard of 27 keys, and writes altogether 81 characters. It takes in paper 8½ by 12 by 11 inches and weighs 13 pounds unpacked.

Beautiful work up; printing Print, which is impossible with a Ribbon.

A small consignment of above Machines having just arrived, are offered for Sale at \$135 net.

Easy term of small monthly payments on hire system accepted, on orders only, from scholars and other approved applicants wishing to acquire a machine for learning preparatory to clerical or otherwise.

Circular and Particulars to be had on application.

THE CENTRAL PRINTING OFFICE,  
No. 31, ELGIN ROAD, Kowloon (Two doors next to Kowloon Hotel). Below CAIRNS ROAD at the head of ANDREW STREET.

SOLE AGENTS FOR HONGKONG & CHINA.

Hongkong, 22nd October, 1903. [2952]

## NOTICE TO CONSIGNEES.

S.S. "CHINGWO,"  
FROM SAN FRANCISCO, KOBE AND  
MOJI.

**T**HE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

No Fire Insurance will be effected by me in any case whatever.

J. S. VAN BUREN,  
Superintendent.

Hongkong, 26th October, 1903. [2979]

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Auctioneer.

Hongkong, 27th October, 1903. [2987]

## NEW ADVERTISEMENTS

## THE IMPROVEMENT IN EXCHANGE.

## REDUCTION IN PRICES.

**M**R. H. RUTTONJEE begs to announce that from NOVEMBER 1st, on Account of the Improvement in Exchange, the Price of his PROVISIONS, WINES, &c., will be REDUCED by 10 PER CENT.

Revised Price Lists will be ready in the middle of November.

NOTE THE ADDRESSEES:

5, D'Aguilar Street, Hongkong,

37 and 38, Elgin Road, Kowloon.

Hongkong, 27th October, 1903. [2984]

TO LET, WITH OR WITHOUT BOARD.

**C**OMMODIOUS and COMFORTABLE FURNISHED ROOM with BATH, ROOM with English family.

Cool, quiet and healthy locality.

APPLY—  
"LODGINGS."

Care of Daily Press Office.

Hongkong, 27th October, 1903. [2985]

SHORTHAND.

**S**HORTHAND taught privately. Pitman's System.

X.

Care of Daily Press Office.

Hongkong, 27th October, 1903. [2983]

ALTERATION.

**D**OUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

**T**HE Company's Steamship

"HAIMUN."

Captain Gibson, will be despatched for the above ports TO-DAY, the 27th inst., at NOON.

For Freight or Passage, apply to

JARDINE, MATHEW & CO., General Managers.

Hongkong, 26th October, 1903. [2981]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

PIUME AND TRIESTE (DIRECT),

Calling at SINGAPORE, PENANG,

COLOMBO, BOOMBAY, KARACHI,

ADEN, SUEZ and PORT SAID.

(Taking Cargos at through rates to the BEASLE;

to SOUTH AFRICA, PERSIAN GULF, RED

SEA, BLACK SEA, LEVANT, VENICE and

ADRIATIC PORTS.)

THE Company's Steamship

"NIPPON,"

Captain Klauberger, will be despatched as above

TO-MORROW, the 28th inst., at NOON.

For Freight or Passage, apply to

JARDINE, MATHEW & CO., General Managers.

Hongkong, 26th October, 1903. [2983]

Agents.

Prince's Buildings.

Hongkong, 26th October, 1903. [2983]

OCEAN STEAMSHIP COMPANY, LIMITED,

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ANTENOR."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., where it both cases will lie at Consignees risk. The Cargo will be ready for delivery from Craft or Godown on and after the 22nd instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival

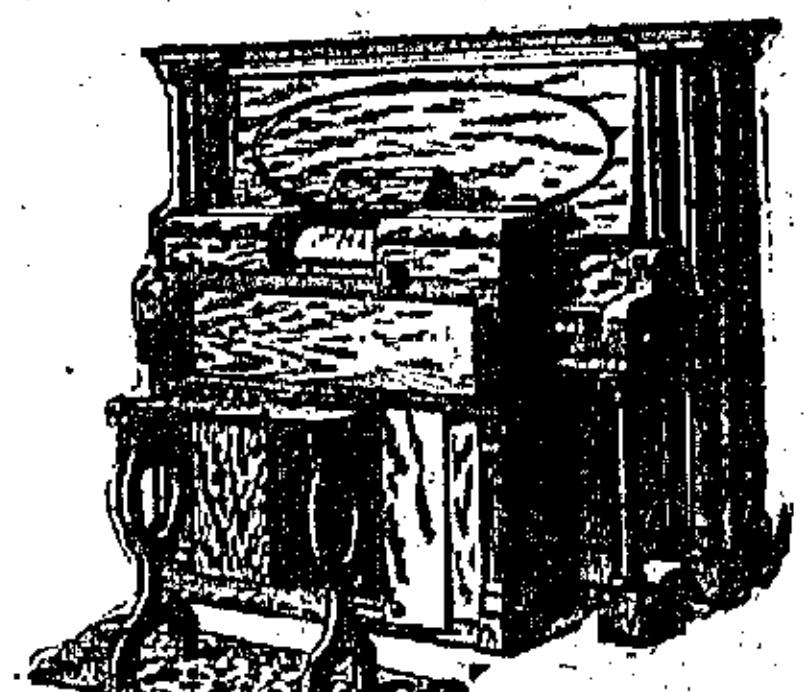
THE  
ROBINSON PIANO  
COMPANY, LIMITED  
NOTE.

ENTIRELY  
NEW STOCK  
ARRIVING.  
SPECIALY AND MOST CAREFULLY  
CHOSEN BY OUR  
M.R. ROBINSON,  
NOW IN EUROPE.

REAT  
REDUCTIONS

in our present stock of Pianos and Musical  
Goods.

Our NEW MUSIC STOCK has arrived.



THE APOLLO  
MASTER PIANO  
PLAYER

THE BEST OF ALL.

THREE STYLES:  
PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that was purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 15th October, 1903. [244]

CARBOLINEUM-AVENARIUS  
USED FOR OVER 25 YEARS.



Throughly reliable preservative for Wood  
and Stone against White Ants, Decay, Fungus  
Rot, and Dampness.

LUTGENS, EINSTMANN & CO.,  
Sole Agents for China.

Hongkong 1st July, 1902. [890]

MADAME FLINT & CO.

LA MODE DE PARIS.

MILLINERY and DRESSMAKING.  
CONNAUGHT HOTEL, Rooms 4 and 5. [2545]

A. LING & CO.,  
FURNITURE STORE,  
PLATED, GLASS AND CROCKERY  
WARE, &c., &c.; and FOOCHOW  
LAQUERED WARE.  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903. [26]

# BEYER, PEACOCK & CO., LIMITED.

Gorton Foundry, Manchester.

ESTABLISHED IN 1854.

## LOCOMOTIVE ENGINES

ADAPTED TO EVERY GAUGE AND VARIETY OF SERVICE.

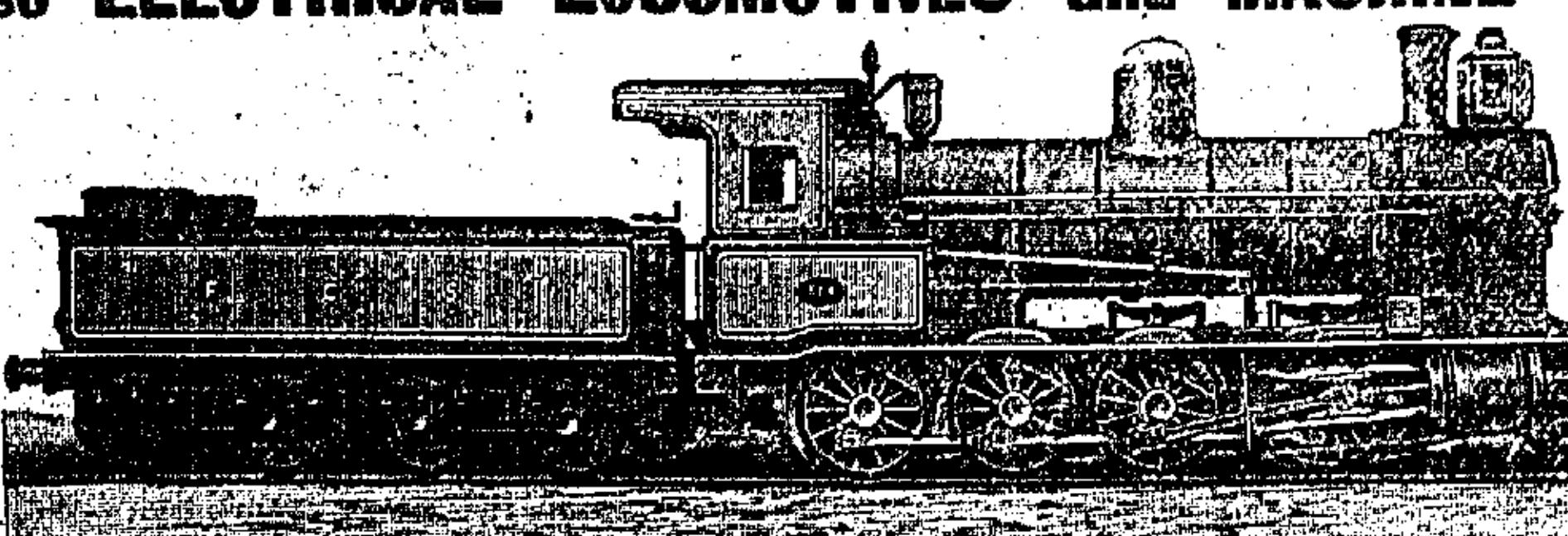
Also ELECTRICAL LOCOMOTIVES and MACHINE TOOLS.

CRANE LOCOMOTIVES FOR  
LIFTING AND CHUNTING.

RACK RAIL LOCOMOTIVES,  
YARD ENGINES, &c.

WHEEL AND OTHER LATHE,  
MILLING MACHINES, DRILLS,  
PLANERS, SLOTTERS, &c.

WORKMANSHIP AND MATERIAL UP TO THE HIGHEST STANDARD OF EXCELLENCE.  
STEEL FOUNDRY for casting Wheel Centres and other parts of Locomotives. Also general CASTINGS & FORGINGS.



COMPOUND ENGINE.

hardness it is adapted for varied work in leather,  
wax, cloth, foil, wood, metal, and stone.

A study of bird migration from the Kentish  
Knock Lightship, at the mouth of the Thames,  
21 miles from land, has been undertaken by W.  
Eagle Clarke, of Edinburgh.

Pigmies seem to have existed in Europe  
until quite modern times, although the race is  
now known only in the central part of Africa.  
A German ethnologist, G. Thilenius, finds that  
the small skeletons exhumed near Breslau, in  
Silesia, show an average height of only 4 feet  
9 inches, and Swiss remains described by  
Kollmar were but 4 feet 6 inches in average  
height. Even smaller were the remains recorded  
by Gutmann from Lower Alsace, near Colmar,  
some specimens measuring not more than 4 feet.  
These pygmies were well-formed and fully  
developed, and it appears that those of Silesia  
must have lived as recently as 1000 A.D.

The Undersigned AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 19th June, 1893. [1893]

### SALAMANDER FIRE INSURANCE COMPANY.

The Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

HOTZ & JACOB & CO.,  
Agents.  
Hongkong, 2nd April, 1900. [12]

AACHEN AND MUNICH FIRE IN-  
SURANCE CO.  
OF AIX-LA-CHAPELL.

The Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

REUTER, BROCKELMANN & CO.,  
Agents.  
Hongkong, 21st April, 1897. [113]

THE WESTERN ASSURANCE COM-  
PANY OF TORONTO, CANADA.  
INCORPORATED 1851.

Cash Security ... 2825,719  
Total Losses Paid ... 27,769,240

The Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

WM. MEYERINK & CO.,  
Agents.  
Hongkong, 16th May, 1903. [1443]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

SIEMSSON & CO.,  
Agents.  
Hongkong, 16th May, 1892. [21]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to  
GRANT POLICIES of INSURANCE  
against FIRE at Current Rates.

DOUGLAS LAPEAUX & CO.,  
Agents for the Phenix Fire Office.  
Hongkong, 17th August, 1897. [28]

NORTH GERMAN FIRE INSUR-  
ANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above  
Company are PREPARED TO ACCEPT First  
Class Foreign and Chinese Risks at Current  
Rates.

SIEMSSON & CO.,  
Agents.  
Hongkong, 20th May 1895. [72]

THE BOMBAY FIRE AND MARINE  
INSURANCE COMPANY, LIMITED.

The Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to accept RISKS at Current Rates.

HOIT, JACOB & CO.,  
Agents.  
Hongkong, 30th July, 1903. [2160]

THE STATE FIRE INSURANCE  
COMPANY, LIMITED, OF  
LIVERPOOL.

The Undersigned AGENTS of the above  
Company are prepared to ACCEPT  
RISKS against FIRE at Current Rates.

W. G. HUMPHREYS & CO.,  
Agents.  
Hongkong, 3rd August, 1903. [2185]

DEUTSCHE WEINGESELLSCHAFT  
DUHE & CO., COELN.

STOCK ON HAND OF  
AHRBLECHART, red Ahr Wine at \$18.50  
GRAACHEL, Moselle ... at \$16.50  
LAUBENHEIMER, Hock ... at \$15.00  
All per Case of 24 Quarts.

Price reductions for larger orders.

GROSSMANN & CO.,  
Agents.  
Hongkong, 16th October, 1902. [2897]

### SCIENTIFIC MISCELLANY.

VANISHED EUROPEANS—A HANDY FURNACE  
HAIL-PREVENTION IN FRANCE—POWELLIZED  
WOOD—HEIGHT OF SEA BREEZES—AN IMPROVED  
ABRASIVE—HAY-FEVER TOXIN  
SWIMMING LEAVES—A NEW SKIN INFECTION.

Pigmies seem to have existed in Europe  
until quite modern times, although the race is  
now known only in the central part of Africa.  
A German ethnologist, G. Thilenius, finds that  
the small skeletons exhumed near Breslau, in  
Silesia, show an average height of only 4 feet  
9 inches, and Swiss remains described by  
Kollmar were but 4 feet 6 inches in average  
height. Even smaller were the remains recorded  
by Gutmann from Lower Alsace, near Colmar,  
some specimens measuring not more than 4 feet.  
These pygmies were well-formed and fully  
developed, and it appears that those of Silesia  
must have lived as recently as 1000 A.D.

Not least in importance among recent ap-  
paratus is the oxygen-acetylene blowpipe. As  
a source of high temperatures, it is much less  
expensive and more convenient than the  
electric furnace, and it yields greater heat than  
the oxy-hydrogen blowpipe—from which it  
differs only in the use of acetylene instead of  
hydrogen, with no difficulty in obtaining the  
combustible gas. It can give a temperature  
of more than 4000 deg. C., fusing any of the  
ordinary metals, while the highest limit of the  
oxy-hydrogen blowpipe is about 3600 deg.

The time-honoured faith of French vine-  
growers in canary-swing as a means of resolving  
hail into rain has been brought into discredit by  
recent experience. They still cling to their  
remedy, however, although it has been shown  
that the vortex rings of gas or smoke from  
the guns used cannot reach higher than 450  
feet, while the hail clouds are about 1200 feet  
high. Dr. Elida is making new experiments with  
a gun throwing rings to a height of 1500 feet.

Recruits for the British Army show that  
the working people are becoming smaller,  
lighter, and more narrow-shouldered.

Filling the pores with sugar has somewhat  
surprising effects upon wood. The process, as  
devised by W. Powell of Liverpool, consists in  
immersing the wood in heated sugar solution  
for some hours, the time varying with the wood,  
and then driving off all moisture in an oven.  
No previous seasoning is necessary. The spongy  
fiber is converted into a compact lignous  
substance, and it acquires greatly increased  
durability and strength, with resistance to  
changes of temperature and moisture, and even  
fire. A special advantage is that the softer  
and cheaper—and even defective—woods can be  
made to serve many purposes in place of expen-  
sive hardwoods. The sugar does not dissolve  
out, and it does not promote fermentation and  
the growth of destructive organisms, but it pro-  
duces some remarkable chemical or physical  
transformations in a manner not yet understood.

The breeze that daily sweeps landward from  
the ocean has only a moderate height. A British  
meteorologist notes that very few measurements  
have been made, but that a captive balloon used  
at Coney Island some years ago passed from  
the cool inward current to the warm outward  
one at a height of 500 to 600 feet, and that at  
Toulon, in 1893, the sea breeze was found up to  
about 1,300 feet, the off-shore current being  
distinct at 1,900 to 2,000 feet. Last year, on the  
west coast of Scotland, Dines found that kites  
would not rise above 1,500 feet on sunny after-  
noons, when the on-shore breeze was blowing.

Pumice-stone, which is the common abrasive  
for soft materials, varies much in grain and  
hardness. An artificial pumice-stone is now  
made from ground sandstone and clay by  
Schumacher, at Bietigheim, in the valley of the  
Enz, and is being used in place of the volcanic  
product. In ten reliable grades of grain and

size, it will cure stomach ache in  
FIVE MINUTES!

This is just what Painkiller will do; try it  
Havo a bottle in the house for instant use, as it  
will save you hours of suffering. Watch out  
that the dealer does not sell you an imitation,  
as the great reputation of Painkiller (Perry  
Davis), has induced many people to try to make  
something to sell, said to be "just as good as  
the genuine."

WM. SCHMIDT & CO.,  
Agents.  
Hongkong, 28th November, 1902. [293-6]

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-  
FORE ALWAYS FRESH.

ELEY'S, SCHULTEZ'S, AMBERITE  
and KYNOCK'S SPORTING  
CARTRIDGES 8, 10, 12, 16, and 20 BORE,  
and NEWCASTLE CHILLED SHOT in  
all Sizes 19 to 24 SSGC. AIR GUNS and  
AMMUNITION in Variety.

WM. SCHMIDT & CO.,  
Agents.  
Hongkong, 28th November, 1902. [21]

CARTRIDGES.

PURE FRESH WATER

THE HONGKONG STEAM WATER-  
BOAT CO. LTD., is prepared to supply

ANY QUANTITY of PURE FRESH  
WATER to the Shipping, both for Deck and  
Boats.

Call Flag W.

J. W. KEW,  
Manager.

1st Floor, 37, Cammell Road

Hongkong, 13th June, 1903. [17]

CARMICHAEL & CLARKE,

CONSULTING ENGINEERS

AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A.B.C Code, 4th Edition

A 1 Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th June, 1903.

## GENTLEMEN'S BOOTS.

### OUR STOCK OF HIGH-GRADE

### BOOTS AND SHOES

IS NOW ABSOLUTELY REPLETE.

WE HOLD 30 DIFFERENT SHAPES AND STYLES.

STOCKED IN SIZES AND ½ SIZE.

THE BEST IS ALWAYS THE CHEAPEST.

WM. POWELL, LTD.,  
GENTLEMEN'S DEPARTMENT,  
28, QUEEN'S ROAD.

[4]

## TURKISH

### TROPHIES

### CIGARETTES

MADE FROM THE CHOICEST TURKISH TOBACCO, ARE THE BEST. ASK  
YOUR DEALER FOR THIS BRAND.

## NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE,

PLASTING GELATINE AND GELIGNITE.

DETONATORS, SAFETY FUSE,

## SHIPPING.

ARRIVALS.					
OCT. 25. GÆA, Norwegian steamer, 625. M. Pedersen, Hongkong 21st October, Coal.—					
SANDER, WIELER & CO., 1730.					
OCT. 25. CATHERINE APEAN, British str., 1,730. A. Stewart, Calcutta 10th Oct., General.—					
DAVID SEDDON & CO., LTD.					
OCT. 26. CHINA, American str., 7,180. D. E. Friddle, San Francisco and Shanghai 23rd Oct., Mail and General.—P. M. S. S. CO.					
OCT. 26. CITI-SANG, British str., 1,424. Loppe, Shanghai 23rd Oct., and Syatow 25th. General.—JARDINE, MATHESON & CO.					
OCT. 27. HAIFAN, British str., 1,183. T. S. Roach, Foochow 24th October. General.—DOUGLAS LAFFAIX & CO.					
OCT. 26. HAN-1, French str., 739. P. Morlees, Haiphong and Holloway 25th Oct. General.—A. R. MARZY.					
OCT. 26. HONGWAN I, British str., 2,060. Pentney, Straits Ports 21st October. General.—CHINESE.					
OCT. 26. LOHNGANO, British str., 1,092. G. S. Weigall, Manila 23rd Oct., General.—JARDINE, MATHESON & CO.					
OCT. 26. LOHNG, German str., 1,021. C. Schurz, Bangkok 16th October, Rice and Wood.—BUTTERFIELD & SWINE.					
OCT. 26. PHU A CHOM KLAO, German str., 1,011. D. Rainier, Bangkok 18th October, Rice and Wood.—BUTTERFIELD & SWINE.					
OCT. 26. PRONTO, German str., 632. H. Grandt, Newchwang and Chufou 20th October. Bear.—SIEMSEN & CO.					
OCT. 26. WUCHANG, British str., 301. Sommerville, Ulobo 22nd Oct., General.—BUTTERFIELD & SWINE.					
CLEARANCES AT THE HARBOUR: MASTER'S OFFICE. 26th October.					
Choupany, British str., for Canton.					
Daphne, German str., for Amoy.					
Empire, British str., for Shanghai.					
Hanpany, British str., for Shanghai.					
Hoppany, British str., for Hongkong.					
Nanyang, German str., for Singapore.					
Prono, German str., for Canton.					

## DEPARTURES.

23rd October.	AUSTRALIAN, British str., for Australia.
24th October.	AMPHITRITE, British cruiser, for Vladivostock.
KALDONG, British str., for Swatow.	HUEH, British str., for Cola.
NANSHAN, British str., for Amoy.	NANCHANG, British str., for Tientsin.
TAIYAN, British str., for Australia.	TAIWAN, British str., for Canton.
WOOSUNG, British str., for Canton.	

## VESSELS IN DOCK.

26th October.	ABERDEEN DOCKS.—U.S.S. Don Juan de Austria.
KAYLON DOCKS.—Littlestone, U.S.A.T.	Wright, Hercules, Torda, Thales, Chrysanthemum.
Wright, Hercules, Torda, Thales, Chrysanthemum.	Dr. H. J. Kueh, Pant Boey, Alcatraz.
COSMOPOLITAN DOCK.—Tsiman, Tewar.	

## SHIPPING REPORTS.

The German steamer <i>Lonsdale</i> , from Bangkok 16th Oct., had a heavy typhoon blowing with very high sea and squalls of hurricane force from 2nd to 6th October.
The British steamer <i>Holland</i> , from Foochow 24th Oct., had moderate to light N.E. to E. winds and fine clear weather. Vessels in Foochow— <i>Kyudusen</i> and <i>Haiding</i> .
The British steamer <i>Catherine Apean</i> , from Calcutta 16th Oct., had light northerly breeze with heavy swell to Paracel. From Paracel to port moderate N.E. breeze and sea.
British steamer <i>Longyeung</i> , from Manila 23rd Oct., had light variable breeze, stiff N.E. swell and some rain to lat. 117° 19' N. long. 118° 16' E.; thence to port fresh N.E. wind with moderate N.E. sea fine weather. Passed 4-in ship <i>Drawbaron</i> of Haycock, and a wooden barque in lat. 15° 41' N. long. 119° 18' E., heading about N.W.

VESSELS ON THE BERTH  
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.	THE Company's Steamship "HATTAN."
Captain Rough, will be despatched for the above ports TO-MORROW, the 23rd instant, at DAYLIGHT.	For Freight or Passage, apply to DOUGLAS LAFFAIX & CO., General Managers.
Hongkong, 26th October, 1903.	
IMPERIAL GERMAN MAIL LINE.	NORDDEUTSCHER LLOYD.
NORDDEUTSCHER LLOYD.	For further Particulars, apply to MELCHERS & CO., Agents.
Hongkong, 26th October, 1903.	

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship "HAMBURG."

## OF THE HAMBURG-AMERIKA LINIE.

Captain E. Burmester, due here with the outward German Mail about THURSDAY, the 4th November, at 6 A.M., will leave for the above places about 12/24 hours after arrival.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 26th October, 1903.

## CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

## THE Company's Steamship "LOONGSANG."

Captain Weigall, will be despatched as above on FRIDAY, the 30th inst., at 4 P.M.

This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON, & CO., General Managers.

Hongkong, 26th October, 1903.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOT-POSTE FRANCAISE.

## NOTICE.

## STEAM FOR SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS;

LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 3rd November, 1903, at 1 P.M., the Company's Steamship "YARRA," Captain Schilder, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 2nd November, Specie and Parcels received until 4 P.M. on the same day.

No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMBEAUX, Agent.

Hongkong, 22nd October, 1903.

## CHINA SHIP OWNERS ASSOCIATION.

## FOR CHINA.

**OCEAN STEAM SHIP CO., LTD.**  
AND  
**CHINA MUTUAL STEAM NAVIGATION CO., LTD.**  
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

## OUTWARDS.

STEAMERS	DUE
GLASGOW and LIVERPOOL.	"OANFA".....
GLASGOW and LIVERPOOL.	"ULYSSES".....
GLASGOW and LIVERPOOL.	"ACHILLES".....
GLASGOW and LIVERPOOL.	"PROMETHEUS".....
GLASGOW and LIVERPOOL.	"PELEUS".....
GLASGOW and LIVERPOOL.	"DARDANUS".....
GLASGOW and LIVERPOOL.	"YANGTSZE".....

## HOMEWARDS.

STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP.	"PAK LING".....
LONDON and ANTWERP.	"TANTALUS".....
* MARESILLES & LIVERPOOL	"NINGCHOW".....
LONDON and ANTWERP.	"POLYPHEMUS".....
MARESILLES, LONDON and ANTWERP.	"HYSON".....
LIVERPOOL.	"ACHILLES".....
MARESILLES, LONDON and ANTWERP.	"PROMETHEUS".....
MARESILLES, LONDON and ANTWERP.	"DARDANUS".....

\* Taking cargo for Liverpool at London rates.

## TRANS-PACIFIC SERVICE.

STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via	"OANFA".....
NAGASAKI, KOBE & YOKOHAMA	"PELEUS".....

For Freight, apply to—

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 24th October, 1903.

**CHINA NAVIGATION CO.  
LIMITED.**

## FOE

STEAMERS	TO SAIL
SHANGHAI.....	"WOOING".....
AMOY and MANILA.....	"KAIFONG".....
HOILO.....	"WUCHANG".....
KOBE.....	"TSINAN".....

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

\* Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 27th October, 1903.

**NIIPPON YUSEN KAISHA.**

(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KINSHU MARU.....	BOMBAY, VIA SINGAPORE and COLOMBO.....	THURSDAY, 29th Oct., at 4 P.M.
T. Harrison.....		
BOMBAY MARU.....	KOBE and YOKOHAMA.....	FRIDAY, 30th Oct., at NOON.
T. Murai.....		
WAKASA MARU.....	MARSEILLE, LONDON and ANTWERP, VIA SINGAPORE and SAID	SATURDAY, 31st Oct., PENANG, COLOMBO and PORT SAID
J. B. MacMillan.....		at DAYLIGHT.
IYO MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI and KOBE and YOKOHAMA	MONDAY, 2nd Nov., at 4 P.M.
C. H. Badler.....		
KAGOSHIMA MARU.....	BOMBAY, VIA SINGAPORE and COLOMBO.....	TUESDAY, 3rd Nov., at NOON.
K. Kori.....		
KUMANO MARU.....	NAGASAKI, KOBE & YOKOHAMA	WEDNESDAY, 4th Nov., at NOON.
E. W. Haswell.....		
BINGO MARU.....	KOBE and YOKOHAMA	FRIDAY, 6th Nov., at DAYLIGHT.
P. Davis.....		
KASUGA MARU.....	(SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE)	FRIDAY, 6th Nov., at 4 P.M.
W. Hunter.....		

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamer Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanjo Railway.

For further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.

Apply to—

T. S. TAKAYANAGI, Acting Manager.

**PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

## FOE

STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSELLES	JAVA.....	About 30th Oct. Freight and Passage.
YOKOHAMA, via SHANGHAI, MOJI and KOBE (Passing through the Island Sea)	FORMOSA.....	About 31st Oct. Freight and Passage.
H. W. Snow	S. Barcham.....	

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 24th October, 1903.

**PORLTAND & ASIATIC STEAMSHIP CO.**

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA OF JAPAN, MOJI, KOBE and YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

STEAMSHIP "INDRAPURA"..... TONS CAPTAIN TO SAIL ON 4,392 A. E. Hollingsworth November 14, 1903

"INDRASAMHA"..... 5,197 W. E. Craven December 14, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 16th September, 1903.

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.  
(With liberty to call at Philippine Ports.)

## THE Steamship

## "SENECA."

Captain C. R. Beynon, will be despatched on or about THURSDAY, the 5th November.

For Freight and further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, Hongkong, 14th October, 1903. [2882]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY and MELBOURNE. Calling at POET DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

## THE Steamship

## "EMPIRE."

Captain P. T. Holms will be despatched for the above ports on WEDNESDAY, the 18th November.

Optional goods will be landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 27th inst., at NOON, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All landed packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional goods will be landed here unless instructions are given to the contrary before NOON, TO-DAY, the 21st inst.

JARDINE, MATHESON &amp; CO. Agents.

Hongkong, 21st October, 1903. [2948]

## STEAMSHIP "YARRA."

## COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of cargo from London ex.s.s. Medea and Sidera, from Havre ex.s.s. Sidon, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless instructions are given to the contrary before NOON, TO-DAY, the 21st inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining unclaimed after Tuesday, the 27th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me or before the 27th inst., or they will not be recognised.

All damaged packages will be examined on Tuesday, the 27th inst., at 3 P.M.

No fire insurance will be effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 29th October, 1903. [2954]

## NOTICE TO CONSIGNEES.

## STEAMSHIP "SHAWMUT," FROM TACOMA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of cargo are hereby requested to send in their bills of lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignee's risk and expense.

No fire insurance will be effected by us in any case whatever.

DODWELL &amp; CO., LTD. Agents.

Hongkong, 21st October, 1903. [2955]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer.

"BENGAL" FROM BOMBAY, COLOMBO AND SLEATTS.

Consignees of cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on cargo—

From London, &amp;c., ex.s.s. Australasia.

From Persia Gulf, or B. I. S. N. and B. P. S. N. Co.'s steamers.

Optional goods will be landed here unless instructions are given to the contrary before NOON, TO-DAY, the 22nd inst.

Goods not cleared by the 29th inst., at 4 P.M., will be subject to rent.

No fire insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have been off the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 22nd October, 1903. [2956]

## NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour—

BRILLIANT, British 4-m. bark, Geo. Cowlishaw.—Standard Oil Co.

HELENA WYMAN, Amer. barque, D. A. Vanhoen.—Capitain.

NOON-KER, American ship, J. A. Ainsbury.—Arnold, Karberg &amp; Co.

ROSE, British barque, Pew—Siemssen &amp; Co.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 24th October, 1903.

## SA

## POST OFFICE NOTICES.

**REG' XMAS AND NEW YEAR PARCELS** (in Gibraltar).—Parcels for the United Kingdom posted before 3 p.m. on Friday, the 6th November, are due in London about the 12th December, and those posted before 3 p.m. on Friday, the 29th November, are due in London about the 26th December. The following postage will be collected:—

For a parcel not exceeding 3 lbs. in weight—50 cents.

7 lbs. " 11 lbs. "

11 lbs. "

With an additional 50 cents. Parcels may be sent via Brindisi, and if posted before 3 p.m. on Friday, the 20th November are due in London about the 20th December, and those posted before 3 p.m. on Friday, the 4th December, are due in London about the 3rd January, 1904.

All parcels containing Jewellery, or any article of Gold or Silver, must be Insured, and all Insured Parcels must be sealed. The seals must bear the impression of a private mark.

Insured Parcels are requested to post them a few days in advance.

Senders of Parcels are requested to post them a few days in advance.

The *Hawkins*, with the German Mail of the 29th ult., left Singapore on Saturday, the 24th inst., and may be expected here on or about Thursday, the 29th inst.

The *Doric*, with the American Mail of the 7th inst., left Yokohama on Tuesday, the 27th inst., at daylight, and may be expected here on or about Wednesday, the 4th prox.

## MAILS WILL CLOSE.

	FOR	PER	DATE
Canton			Tuesday, 27th, 9.30 A.M.
Away and Tamsui			Tuesday, 27th, 11.00 A.M.
Away			Tuesday, 27th, 1.00 P.M.
Macao			Tuesday, 27th, 1.15 P.M.
Mauritius			Tuesday, 27th, 2.00 P.M.
Kamchuk and Samshui			Tuesday, 27th, 4.00 P.M.
Pakhoi			Tuesday, 27th, 5.00 P.M.
Away			Tuesday, 27th, 5.00 P.M.
Holloway and Pakhoi			Tuesday, 27th, 5.00 P.M.
Sydney, Away and Foochow			Tuesday, 27th, 5.00 P.M.
Moji, Kolo, Yokohama, Victoria, B.C. and Portland (Or.)			Tuesday, 27th, 5.00 P.M.
Canton			Tuesday, 27th, 5.00 P.M.
Nanhai			Tuesday, 27th, 5.00 P.M.
Macao			Tuesday, 27th, 5.00 P.M.
Canton			Tuesday, 27th, 5.00 P.M.
Struts and Calcutta			Tuesday, 27th, 5.00 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA  
HONOLULU and SAN FRANCISCO

Supplementary mail on board up to the time fixed for departure of the mail.

Extra Postage 10 cents).

EUROPE, &c., India via Tuticorin  
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents).  
(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail).

## COMMERCIAL.

## CLOSING QUOTATIONS.

26th October.

ON LONDON.—  
Telegraphic Transfer ..... 1/10<sup>t</sup>  
Bank Bills, on demand ..... 1/10<sup>t</sup>  
Bank Bills, at 30 days' sight ..... 1/10<sup>t</sup>  
Bank Bills, at 4 months' sight ..... 1/10<sup>t</sup>  
Credits, at 4 months' sight ..... 1/10<sup>t</sup>  
Documentary Bills, 4 months' sight/10<sup>t</sup>

ON PARIS.—  
Bank Bills, on demand ..... 23/4<sup>t</sup>  
Credits, at 4 months' sight ..... 23/8<sup>t</sup>

ON GENEVA.—  
On demand ..... 191

ON NEW YORK.—  
Bank Bills, on demand ..... 45<sup>t</sup>  
Credits, 60 days' sight ..... 46<sup>t</sup>

ON ROME.—  
Telegraphic Transfer ..... 139<sup>t</sup>  
Bank, on demand ..... 139<sup>t</sup>

ON CALCUTTA.—  
Telegraphic Transfer ..... 130<sup>t</sup>  
Bank, on demand ..... 139<sup>t</sup>

ON SHANGHAI.—  
Bank, at sight ..... 71<sup>t</sup>  
Private, 30 days' sight ..... 72<sup>t</sup>

ON YOKOHAMA.—On demand ..... 90<sup>t</sup>

ON MANILA.—On demand ..... Nominal.

ON SINGAPORE.—On demand ..... Nominal.

ON BANGKOK.—On demand ..... 123<sup>t</sup>

ON HUZHONG.—On demand ..... 14 p.m.

ON SUJON.—On demand ..... 1 p.c. pm.

ON BANGKOK.—On demand ..... 61

SOVEREIGN BANK'S Buying Rate ..... \$10 80

GOLD LEAD, 100 fine, per ton ..... 256.70

BAR SILVER, per oz ..... 281

OPPIUM.

26th October.

Quotations are:—Allowance net to 5 catty.

Malva New ..... 1900 to — per picul

Malva Old ..... 1950 to — "

Malva Older ..... 31010 to — "

Malva V. Old ..... 31050 to — "

Parian extra fine ..... 3840 to — "

Patna New ..... 31100 to — per other.

Patna Old ..... — to — "

Bonares New ..... 31065 to — "

Bonares Old ..... — to — "

VESSELS EXPECTED.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of India* arrived at Shanghai at 3 a.m. on the 24th inst., and left again at 10 p.m. same day for Hongkong, where she is due to arrive at 8 a.m. on the 27th inst.

THE GERMAN MAIL.

The Imperial German mail steamer *Hamburg* left Singapore on the 24th inst., at noon, and may be expected here on the 25th inst., at 6 a.m.

THE AMERICAN MAIL.

The T.K.K. steamer *Nippon Maru* left San Francisco for this port via Honolulu, &c., on the 15th inst.

The P.M. steamer *Siberia* left San Francisco for this port, via Honolulu, &c., on the 23rd inst.

THE INDIAN MAIL.

The Indo-China steamer *Nanfung* left Calcutta for this port via the Straits, on the 17th inst., and may be expected here on the 2nd prox.

MECHANIC STEAMERS.

The C. & M. steamer *Perla* left Cobu on the 23rd inst., a.m., and is expected here to-morrow.

The P. & O. steamer *Forness* left Singapore for this port on the 25th inst., at 8 a.m.

The N.Y.K. steamer *Kagoshima Maru* (Bombay Line) left Kobe for this port via Moji on the 25th inst., and is expected here on the 1st prox.

The P. & O. steamer *Indrapura* arrived at Yokohama on the 24th inst., and may be expected here about the 5th prox.

The C.M. steamer *Ningpo* left Victoria (B.C.) on the 10th inst. for Hongkong via Japan ports.

The C.N. steamer *Changsha*, from Australian ports via Manila, left Sydney on the 17th inst., and it is expected here on the 8th prox.

The N.P. steamer *Olympic* left Victoria (B.C.) for Yokohama and the usual ports on the 19th inst., and may be expected here on the 16th prox.

STEAMERS PASSED THE CANAL.

2nd Oct.—*Royal Standard*, 6th—*Forness*,

*Blackfriars*, *Hannover*, *Lenghisa*,

*Nestor*, *Osprey*, *Keeman*, 8th—*Binga Maru*,

*Sydney*, *Ulysses*, *Hannover*, 10th—*Canda*, *Glen Jarg*, *Mogul*, *Dresden*, 16th—*Achilles*, *Argonauta*,

*Bengal*, *Hudson*, *Stollberg*, *Kingsgate*, *Sithone*,

20th—*Komakawa Maru*, *Braemar*, *Monila*, *Kintuck*, *Prins Heinrich*, *Samuret*, 23rd—*Konigsberg*, *Merkethamky*, *Frentheus*, *Denbighshire*, *Ajaz*, *Nurnberg*, *Tamia Maru*.

ARRIVALS AT HOME.

29th Sept.—*Tydeus*, *Hakata Maru*, *Sachsen*,



CUTLER, PALMER & CO., LONDON.  
AGENTS  
LANE, CRAWFORD & CO.,  
HONGKONG.

NOW ON SALE.

A BOOK FOR THE GLOBETROTTER  
FROM HONGKONG TO CANTON  
BY THE PEARL RIVER.

BY CAPTAIN C. V. LLOYD (S.S. "HAWKOW")  
With Illustrations, Maps and Plans.

Price ..... \$2.25

On Sale at  
Hongkong: "DAILY PRESS" Office,  
Messrs. KEILIN & WALSH,  
Mosses, BREWER & CO.  
Agents: Messrs. A. S. WATSON & CO.  
Hongkong, 9th October, 1903.

## JOINT STOCK SHARES.

Hongkong, 20th October.

## PAID UP QUOTATIONS.

Banks ..... \$125 to \$630, sellers  
London 243.

Natl. Bank of China  
A. Shares ..... \$23, buyers  
B. Shares ..... \$28, buyers  
Fourn. Shares ..... \$21, buyers

Bell's Asbestos E. A. .... \$21, sellers

Canton-Hongkong Ice  
Campbell, Moore & Co. .... \$10 to nominal

China-Borneo Co., Ltd. .... \$12 to \$18, sellers

China Light and Power Co., Ltd. .... \$20 to \$35, buyers

China Frc. L. & M. .... \$10 to \$18, sellers

China Sugar ..... \$100 to \$150, sellers

China Companies ..... \$100 to \$150, sellers

Albania, Ltd. .... \$100 to \$150, sellers

Philippine Tobacco Trust Co., Ltd. .... \$150 to \$165, buyers

Cotton Mills ..... \$100 to \$150, buyers

Evo. .... \$100 to \$150, buyers

International .... \$100 to \$150, sellers

Leung Kung Mow .... \$100 to \$150, sellers

Boycott .... \$100 to \$150, sellers

Hongkong .... \$100 to \$150, buyers

Dairy Farm ..... \$100 to \$150, buyers

Green Island Cement, t. & C. Bakery ..... \$100 to \$150, buyers

Hongkong & C. Gas. .... \$100 to \$150, buyers

Hongkong Electric ..... \$100 to \$150, buyers

H. H. L. Tsimshaws. .... \$100 to \$150, buyers

Hongkong Water Boat Co., Ltd. .... \$100 to \$150, buyers

Hongkong Hotel ..... \$100 to \$150, buyers

H. & K. Wharf & Co. .... \$100 to \$150, buyers

Hongkong Hojo. .... \$100 to \$150, buyers

H. & W. Dock ..... \$100 to \$150, buyers

Insurance ..... \$100 to \$150, buyers

Printed matter and samples ..... \$100 to \$150, buyers

Registration, with late fee of 10 cents, up to 10.30 A.M. .... \$100 to \$150, buyers

Letters ..... \$100 to \$150, buyers

Wednesday, 28th, Printed matter and samples ..... \$100 to \$150, buyers